

CITY OF MIAMI BEACH
Office of the City Manager
Letter to Commission No. 299-2004



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CITY OF MIAMI BEACH

To: Mayor David Dermer and
Members of the City Commission

From: Jorge M. Gonzalez *JMG*
City Manager

Subject: STATUS REPORT ON FDOT STUDY FOR SR 934

Date: November 18, 2004

On November 16, 2004, members of the Administration attended a briefing by FDOT and their consultants concerning the corridor study for SR 934. This corridor is divided into two parts geographically:

- **Phase I** – located west of Biscayne Bay including NW/NE 79th, 81st, and 82nd Streets from NW 13th Ct. to Biscayne Bay
- **Phase II** – located east of Biscayne Bay including the Kennedy Causeway, Normandy Drive and 71st Street east to Collins Avenue

Both phases of the corridor have completed planning studies under the Livable Communities Initiative which is an FDOT program designed to balance the goals of residents, businesses and other stakeholders in the corridor with the Department's responsibility for ensuring mobility in the region. The recommendations from the planning study were presented to the City Commission on May 21, 2003.

Subsequently, the Phase I section of the corridor has progressed to the next level of analysis, known as Project Development & Environmental Study (PD&E). This includes detailed traffic analysis and preliminary engineering on a series of eight alternatives ranging from "no-build" to various combinations of one-way and two-way traffic on both 79th Street and 81st/82nd Street. These alternatives are summarized on the attached handout. The consultants are roughly halfway through the alternatives analysis. No decisions have been made at this time; however FDOT seems to be favoring Alternative 5 because it offers the best traffic mobility along with many of the environmental and aesthetic enhancements desired by the local community. The objective that Alternative 5 does not satisfy is the desire of the Shorecrest residential neighborhood to return 81st/82nd Street to local two-way traffic.

The differences between the alternatives are measured in delay in travel time. The existing travel time for westbound AM-peak hour trips is 18.4 minutes along the entire length of the corridor from the bay to NW 13th Ct. This is a weighted average for the two westbound lanes on 81st/82nd Street and the single westbound lane on 79th Street. The countywide growth model predicts a 40% growth in traffic volumes by the year 2030. This growth produces an additional 11 minute delay for the "no-build" alternative. All other alternatives are measured against this future 11 minute delay as the benchmark. All of the alternatives are projected to improve upon the "no-build" alternative due to enhanced signal timing, turn

lanes, and other TSM strategies. Alternative 5 produces the best results with a future delay of 1.3 minutes, while Alternative 3 (two-way traffic on both streets) produces a future delay of 7.6 minutes.

Phase I schedule

December 2, 2004 Project Alternatives Informational Workshop (see attached notice)

July-August 2005 Public Hearing on final PD&E study report

FY 2010 or later Funding possibly available for construction of selected alternative

Phase II status

Phase II of the corridor from Biscayne Bay to Collins Avenue currently has no funding or schedule from FDOT. The explanation provided by FDOT as to why the two parts of the corridor have a different funding and timing status is that the Phase I segment was scheduled in the 5-Year Transportation Plan for resurfacing in 2008 with a \$7M budget. This gives it priority for receiving future funding necessary for the enhancements (estimated to be an additional \$23M). According to FDOT criteria, the Phase II segment of the corridor is not in need of resurfacing at this time; therefore it has not been recommended in the 5-Year Transportation Plan. FDOT representatives suggested that the best way for the City of Miami Beach to promote implementation of Phase I improvements is to offer a local funding source or to apply for a federal Transportation Enhancement Grant. The City identified Normandy Drive/71st Street corridor enhancements as Project #6 in the Municipal Mobility Plan and allocated \$ 277,964 in GO Bond funds for a local share of the total project cost.

The Municipal Mobility Plan and the FDOT Livable Communities Planning Study both call for measures to reduce speeding along Normandy Drive and 71st Street as well as increased landscaping and pedestrian amenities such as improved sidewalks, crosswalks and lighting. The FDOT study includes one controversial recommendation that requires detailed analysis similar to the PD&E alternatives analysis currently underway for the Phase I segment of the corridor—to reduce the number of lanes on 71st Street and Normandy Drive on Normandy Island. Following is the conclusion from the Livable Communities Planning Study:

Given the magnitude of the complete study recommendations, the project could take several years to make its way through the planning, project development and environmental (PD&E) analysis, design, funding procurement and programming processes. Rather than attempt to implement all of the recommendations in one big “chunk”, the implementation strategy divides the improvements into two distinct phases:

Short term improvements – these are generally lower cost

improvements that can be implemented in the next one to three years and produce immediate results:

- Intersection enhancements
- Medians and bulb-outs on 71st Street in the North Beach Town Center
- Landscaping and lighting in the most critical areas
- Restriping Normandy Drive and 71st Street to test lane reductions

Total cost (including North Bay Village) - \$1.1 to \$1.8 million

Long term improvements – these are improvements that will take longer to implement because they are costly and/or will require further analysis:

- Enhancements at Indian Creek Drive intersection
- Corridor-wide landscaping and lighting enhancements
- Reconstruct or partially reconstruct 71st Street and Normandy Drive – streetscaping and multi-use trail
- Reconstruct or partially reconstruct the JFK Causeway – wider medians; streetscaping
- Construct an off-road path on the Pelican Park section of the JFK Causeway

Total cost \$2.9 to \$8.7 million

Coordination with other projects

The question was raised as to the potential effect on traffic should construction work coincide on SR 934/79th Street, the 63rd Street/Indian Creek flyover or the Broad Causeway. FDOT responded that the concern as to the need for coordination of these projects should their construction dates coincide, while unlikely, is a valid one. Of the three projects, only the 63rd Street / Indian Creek flyover has been funded. The project is scheduled to begin construction in January of 2005 and is expected to be complete in 2006. Neither Phase I nor Phase II of the SR 934 corridor has been funded for construction at this point. Should the projects proceed to implementation, the earliest possible date they could be set for construction is 2010. While the Broad Causeway bridge is not an FDOT project, it will nonetheless go through the Miami Dade County Metropolitan Planning Organization (MPO) for prioritization. As each of the entities involved is represented on the MPO board, that is where any coordination should take place.

Recommended actions

The Administration is preparing a letter to FDOT urging them to prioritize the short term improvements in the Phase II (Miami Beach) portion of the corridor and to schedule the PD&E study for long range improvements in their work program. We will also include these projects in the City's request to the MPO.

LTC – FDOT SR 934 Corridor Study

11/18/2004

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The Administration will publicize the December 2, 2004 public meeting on the Phase I alternatives analysis on the City's website and Channel 20.

JMG/JGG/JAM

cc: Christina Cuervo, Assistant City Manager
Bob Middaugh, Assistant City Manager
Fred Beckmann, Public Works
Jorge Gomez, Planning Department
Richard Lorber, Planning Department
Joyce Meyers, Planning Department

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Corzo Castella Carballo Thompson Salman, P.A.
Engineers * Architects * Planners

AGENDA
Page 1

DATE: November 16, 2004

PROJECT: SR-934 (NW / NE 79th and 81st / 82nd Street)
PD&E Study from NW 13th Court to Biscayne Bay
Miami-Dade County, Florida
Financial Project ID: 410646-2-22-01
C3TS Project No.: 00612-010

TIME: 10:00 A.M.

LOCATION: City of Miami Beach City Hall
1700 Convention Center Drive
4th Floor, City Managers Office
Miami Beach, Florida

SUBJECT: Coordination Meeting with the City of Miami Beach

1. Study Overview

- Study Goals and Objectives**
- Area Residents and Business Concerns**
- Miami Beach Residents Concerns**
- Emergency Services Concerns**

2. Alternatives Development

Proposed Alternatives (Typical Sections are attached for Reference Purposes)

- Alternative No. 1: No-Build** – This alternative consists of the no project alternative and is utilized as a baseline for comparison purposes of the other alternatives. It can be selected as the preferred alternatives if other alternatives do not meet the project goals and objectives including benefit cost analysis results.
- Alternative No. 2: Traffic Systems Management (TSM)** – This alternative consists of the Optimization of Traffic Signal Timing and Coordination coupled with minor roadway improvements. Both 79th Street and 81st/82nd Streets would be resurfaced. This would involve placement of new pavement markings and upgrading roadway signage. The upgrades would also require elimination of at least 25% of the existing 79th Street on-street parking along the corridor due to (pavement stripping) non-compliance with standards. Parking however would remain on both sides of the roadway along 79th Street. Border widths (Edge of travel lane to Right-of-way line) can be reworked to accommodate landscape plantings and parking. The typical section along 81st / 82nd Street would consist of a two WB 11-ft lanes with Alternating parking / landscaped borders on the sides. Bulb-outs provided at intersections to accommodate shorter pedestrian crossing distances / times. The upgrades would require elimination of at least 60% of the existing 81st / 82nd Street on-street parking along the corridor.

- **Alternative No. 2A: Traffic Systems Management (TSM)** - This alternative consists of the Optimization of Traffic Signal Timing and Coordination coupled with minor roadway improvements. Both 79th Street and 81st/82nd Streets would be resurfaced. This would involve placement of new pavement markings and upgrading roadway signage. The upgrades would also require elimination of at least 50% of the on-street parking along the corridor due to (pavement stripping) non-compliance with standards. Border widths (Edge of travel lane to Right-of-way line) can be reworked to accommodate landscape plantings and parking. The typical section along 79th Street would include 8-ft Sidewalks, One 11-ft WB through lane, three 11-ft EB through lanes and parking on the south side of the roadway (7.5-ft Parking lane). The typical section along 81st / 82nd Street would consist of a two WB 11-ft lanes with Alternating parking / landscaped borders on the sides. Bulb-outs provided at intersections to accommodate shorter pedestrian crossing distances / times. The upgrades would require elimination of at least 60% of the existing 81st / 82nd Street on-street parking along the corridor.
- **Alternative No. 3: Two-Way** – Conversion of NE/NW 79th Street to a five lane facility with two lanes in each direction and a center two-way left turn (TWLT) lane. NE/NW 81st / 82nd Street would operate as a two-way two lane arterial. On-Street Parking is removed on 79th Street and significantly reduced on 81st / 82nd to meet design standards (A reduction of 60%). Sidewalks will be maintained at 6-ft along both corridors. Through Travel lanes will be striped at 11-ft to accommodate future Street Car along 79th Street and meet Arterial Standards. Landscaping will be restricted to back of sidewalk placement to accommodate horizontal clearance requirements, sight-distance requirements, and allow for Streetscape and lighting along 79th Street. The design of 81st / 82nd Street includes grassed areas, bulb-outs at intersections, some on-street parking and landscaping. This alternative includes some right-of-way acquisition (corner clips) for the purpose of meeting intersection geometric needs as well as dual left turn lane requirements (Intersection of Biscayne and 79th Street).
- **Alternative No. 3B: Two-way with Biscayne Blvd. Modifications** – This alternative consists of the same features as Alternative No. 3 above. In addition, this alternative considers the addition of auxiliary lanes along Biscayne Boulevard in the north and south direction. The extent of these proposed lanes are between NE 74th Street and NE 87th Street. Biscayne Boulevard would be reconfigured within this segment, thus providing three through lanes in both the northbound and southbound directions. This modification of Biscayne Boulevard will require right-of-way acquisition including cutting and retrofitting some building structures along this segment of the Biscayne Boulevard corridor. (**This alternative was deemed not feasible from a cost benefit (R/W costs versus Reduction in Travel Delay) perspective and will be discounted as part of a fatal flaw discussion.**)

- **Alternative No. 4: One-Way** – Modification of NE/NW 79th Street to a five lane facility with three eastbound through lanes, a center two-way left turn (TWLT) lane (10-ft width) and one westbound through lane. NE/NW 81st / 82nd Street would operate as a one-way two lane arterial. On-Street Parking is removed on 79th Street and significantly reduced on 81st / 82nd to meet design standards (A reduction of 60%). Sidewalks will be maintained at 6-ft along both corridors. Through Travel lanes will be striped at 11-ft to accommodate future Street Car along 79th Street and meet Arterial Standards. Landscaping will be restricted to back of sidewalk placement to accommodate horizontal clearance requirements, sight-distance requirements, and allow for Streetscape and lighting along 79th Street. The design of 81st / 82nd Street includes grassed areas, bulb-outs at intersections, some on-street parking and landscaping. This alternative includes some right-of-way acquisition (corner clips) for the purpose of meeting intersection geometric needs as well as dual left turn lane requirements (Intersection of Biscayne and 79th Street).
- **Alternative No. 5: One-way Modified** – This alternative is similar to Alternative No. 4 above with the exception that NE/NW 79th Street is modified from just west of N. Miami Avenue to just west of NE 7th Avenue. The roadway typical section within these limits consists of three eastbound and two westbound through lanes with no center paved median. The dual left signal requirements for eastbound 79th to northbound Biscayne Blvd are provided through the use of a protected left turn bay and the use of the eastbound inside lane as a shared through left lane set on a split phase signal operation. Right-of-way acquisition requirements are similar to Alternative No. 4 above to accommodate corner clips and the turn lane at Biscayne and 79th Street.
- **Alternative No. 6: Two-way with Bicycle Facilities** – This alternative is the same as Alternative 3 above with the exception that parking and landscape areas along 81st / 82nd Street are reduced to accommodate bicycle facilities along the corridor. The bicycle facilities are carried from just east of NW 13th Court to Biscayne Boulevard. A connection to the Bicycle facilities is made at NE 4th Court to connect the corridor to 79th Street via NE 81st to beyond the S-Curve. This is being proposed to provide continuity to the bicycle path along the extent of the project due to the reduced right-of-way east of Biscayne Boulevard along NE 82nd Street. The proposed bicycle facility consists of a 5-ft bike lane in each direction. No Bicycle facilities are proposed along NE/NW 79th Street due to lack of right-of-way along this corridor. The City of Miami will need to accept maintenance of the bicycle path for portions which extend outside of FDOT's right-of-way.

- **Alternative No. 7: One-way with Bicycle Facilities** - This alternative is the same as Alternative 3 or 5 above with the exception that parking and landscape areas along 81st / 82nd Street are reduced to accommodate bicycle facilities along the corridor. The bicycle facilities are carried from just east of NW 13th Court to Biscayne Boulevard. A connection to the Bicycle facilities is made at NE 4th Court to connect the corridor to 79th Street via NE 81st to beyond the S-Curve. This is being proposed to provide continuity to the bicycle path along the extent of the project due to the reduced right-of-way east of Biscayne Boulevard along NE 82nd Street. The proposed bicycle facility consists of a 10-ft contra-flow bike path on the north side of NE/NW 81st / 82nd Street consisting of two 5-ft lanes. A bicyclist in the outside lane would travel in the direction of the traffic stream while the cyclist heading against traffic would travel closest to the sidewalk. No Bicycle facilities are proposed along NE/NW 79th Street due to lack of right-of-way along this corridor. The City of Miami will need to accept maintenance of the bicycle path for portions which extend outside of FDOT's right-of-way.

- Traffic Analysis**
- Parking Implications**
- R/W Implications**
- Development Impacts**

3. Environmental Issues

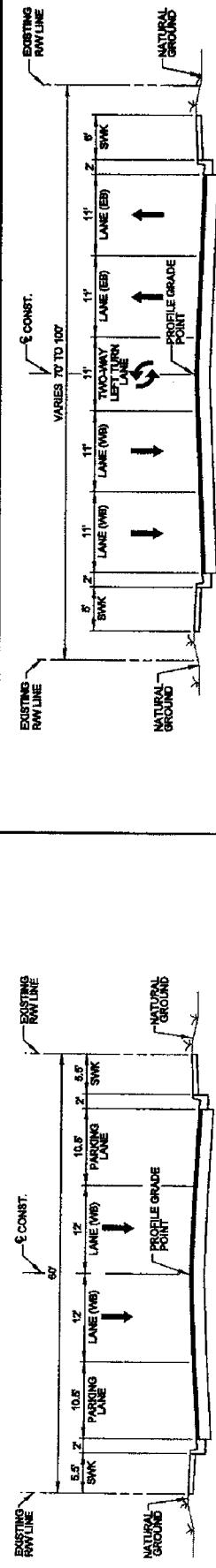
4. Public Involvement



ALTERNATIVE 1

TYPICAL SECTIONS
NO-BUILD (EXISTING CONDITIONS)

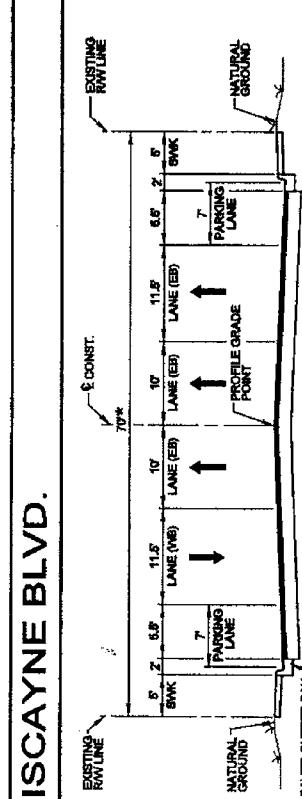
STUDY SEGMENT 1 NW 13 CT. TO I-95



NW 81ST/82ND STREET

NW 79TH STREET

STUDY SEGMENT 1 NW 13 CT. TO I-95

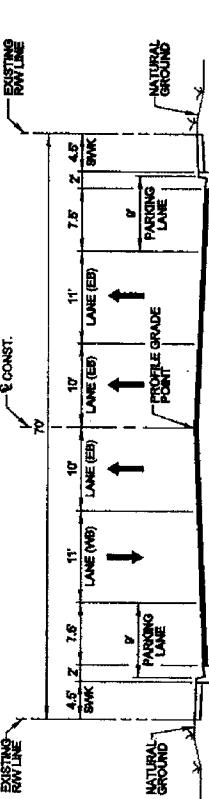
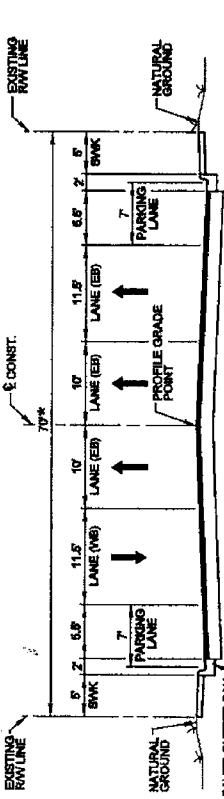


NW 81ST/82ND STREET

NW 79TH STREET

STUDY SEGMENT 2 I-95 TO BISCAYNE BLVD.

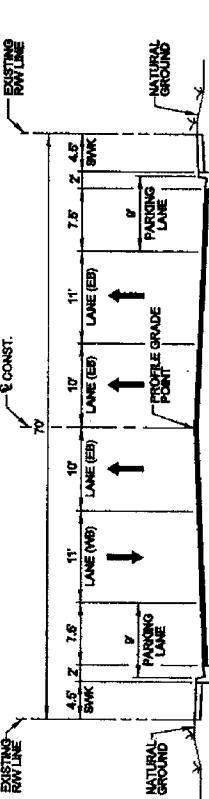
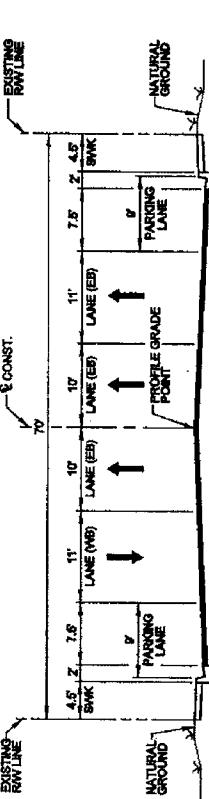
* NOTE: THERE EXISTS MINOR SECTION WHICH RANGE IN RWL WIDTH BETWEEN 70'-FT AND 80'-FT.
THE RWL IS HOWEVER PREDOMINATELY 70'-FT IN WIDTH.



NW 81ST/82ND STREET

NW 79TH STREET

STUDY SEGMENT 3 BISCAYNE BLVD. TO BISCAYNE BAY



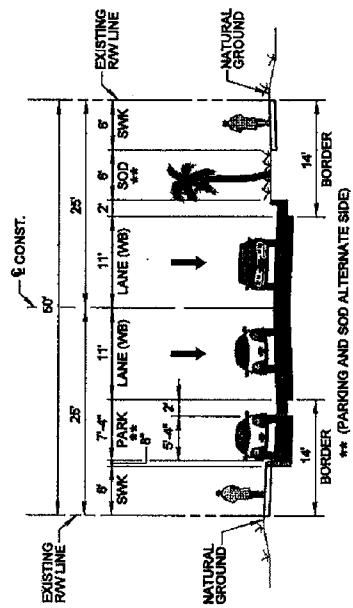
NW 81ST/82ND STREET

NW 79TH STREET



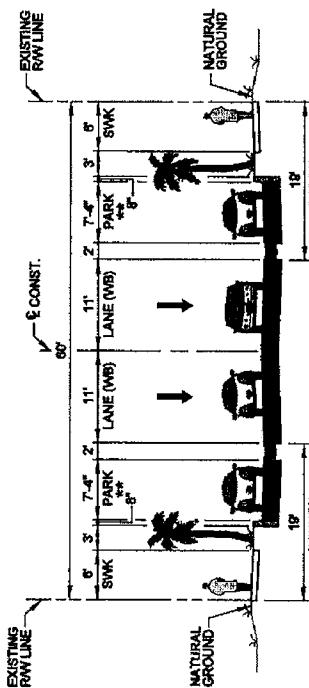
ALTERNATIVE 2
TYPICAL SECTIONS
TRAFFIC SYSTEM MANAGEMENT (TSM)

**FROM BISCAYNE BLVD.
TO BISCAYNE BAY / END PROJECT**



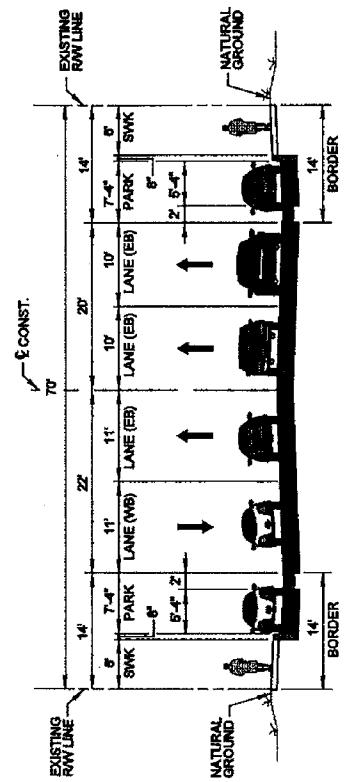
NW 81ST/82ND STREET

**FROM NW 13th CT. / BEGIN
PROJECT TO BISCAYNE BLVD.**

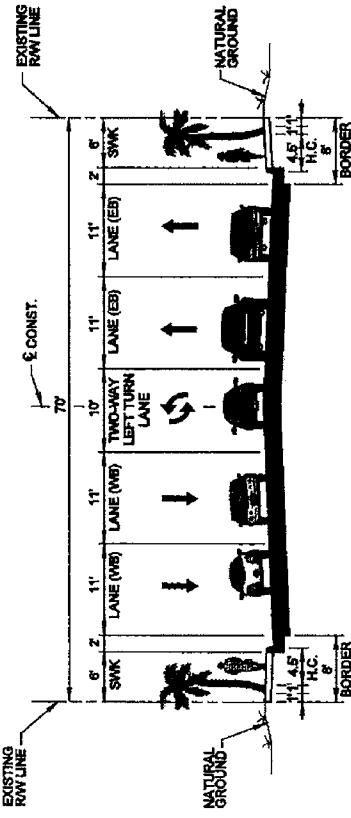


NW 81ST/82ND STREET

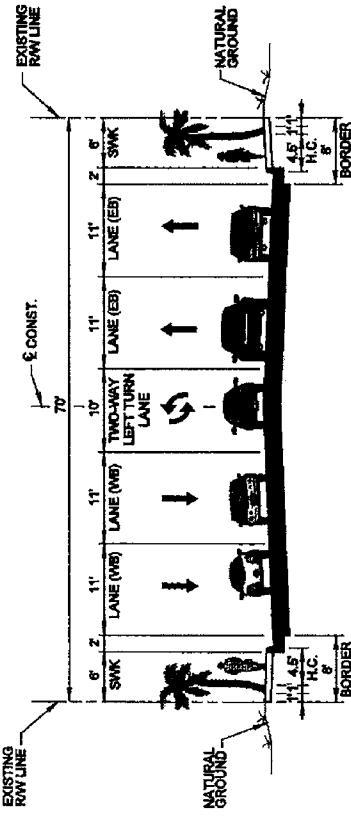
**FROM NW 6th AVE. TO
N. BAYSIDE DRIVE**



NW 79TH STREET
**FROM NW 11th AVE. TO
NW 6th AVE.**



NW 79TH STREET



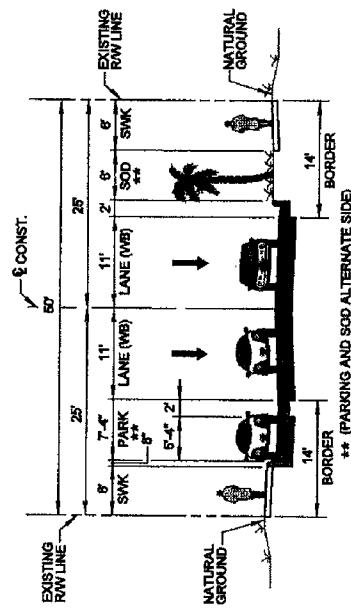
NW 81ST/82ND STREET



ALTERNATIVE 2A TYPICAL SECTIONS

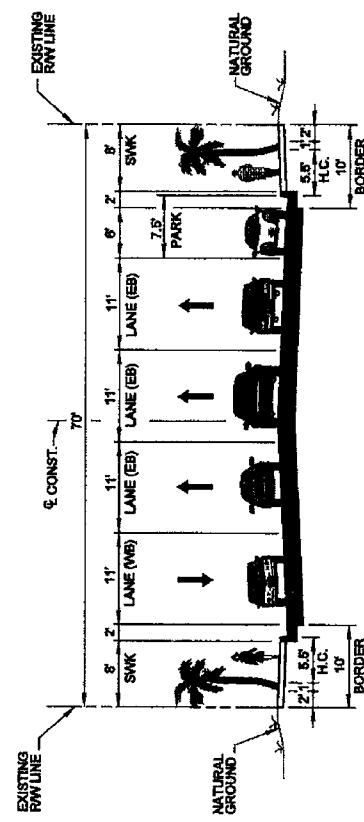
TRAFFIC SYSTEM MANAGEMENT (TSM)

**FROM BISCAYNE BLVD.
TO BISCAYNE BAY / END PROJECT**

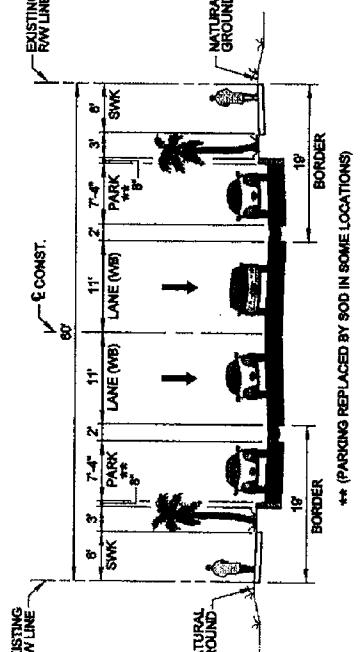
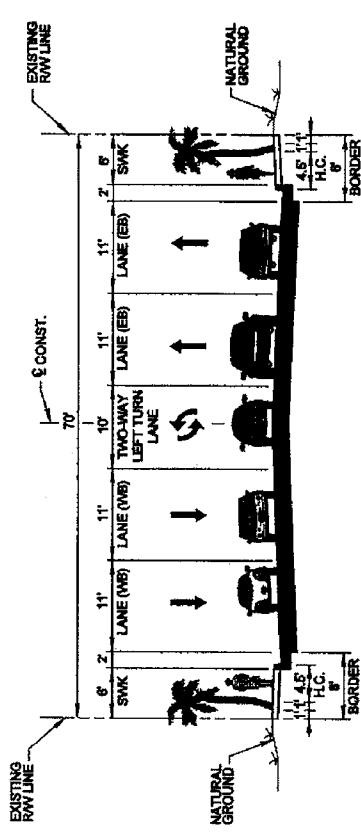


NW 81ST/82ND STREET

**FROM NW 6th AVE. TO
N. BAYSHORE DRIVE**



NW 79TH STREET
**FROM NW 11th AVE. TO
NW 6th AVE.**



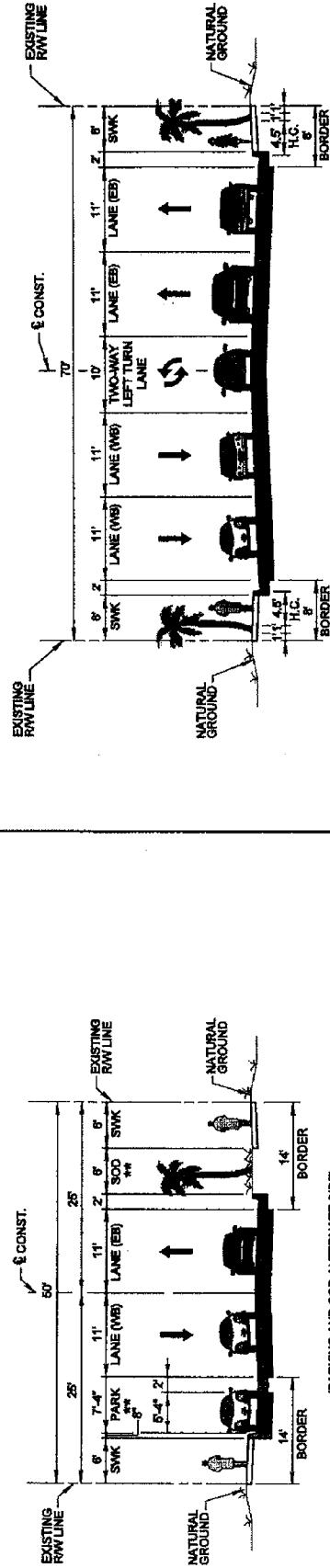
NW 81ST/82ND STREET
**FROM NW 13th CT. / BEGIN
PROJECT TO BISCAYNE BLVD.**

NW 79TH STREET



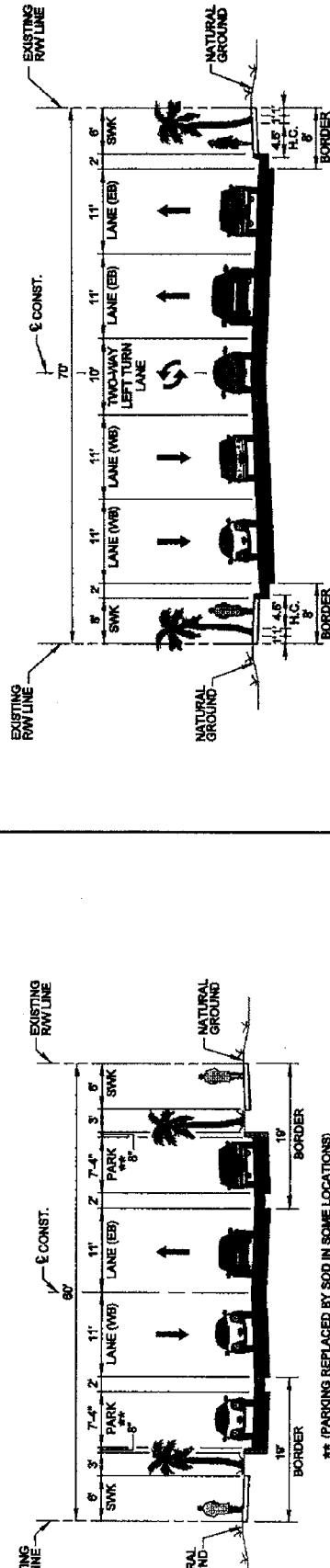
ALTERNATIVE 3
TYPICAL SECTIONS
TWO-WAY OPERATION

FROM BISCAYNE BLVD. TO BISCAYNE BAY / END PROJECT



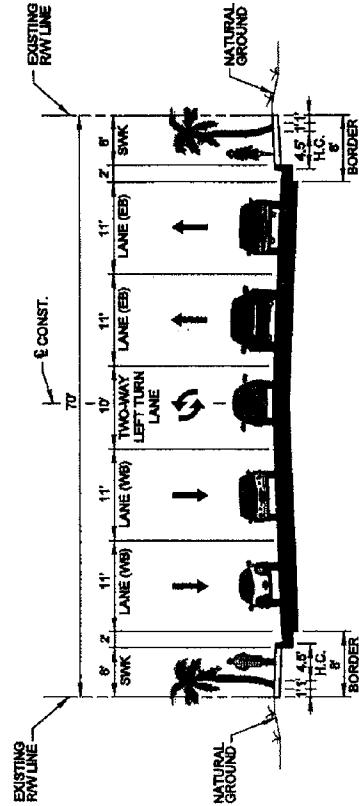
NW 81ST/82ND STREET

FROM NW 13th CT. / BEGIN PROJECT TO BISCAYNE BLVD.

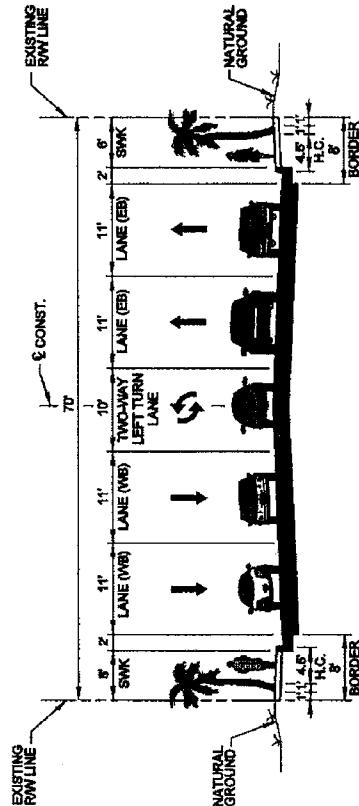


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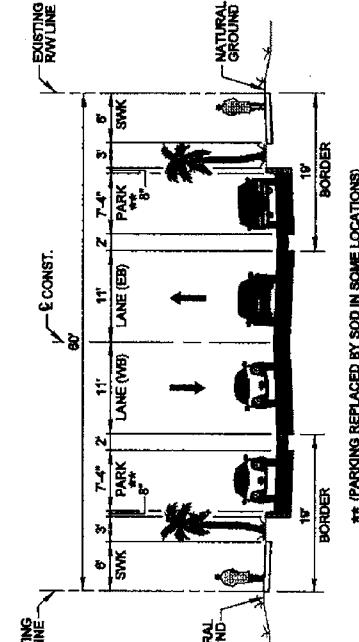
FROM BISCAYNE BLVD. TO BISCAYNE BAY / END PROJECT



NW 79TH STREET

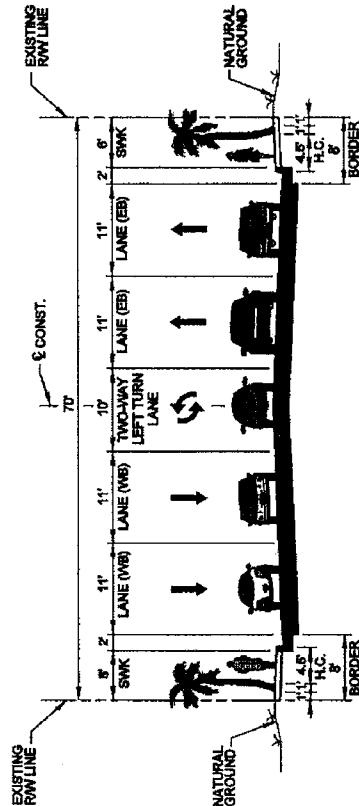


NW 79TH STREET



NW 81ST/82ND STREET

FROM NW 13th CT. / BEGIN PROJECT TO BISCAYNE BLVD.

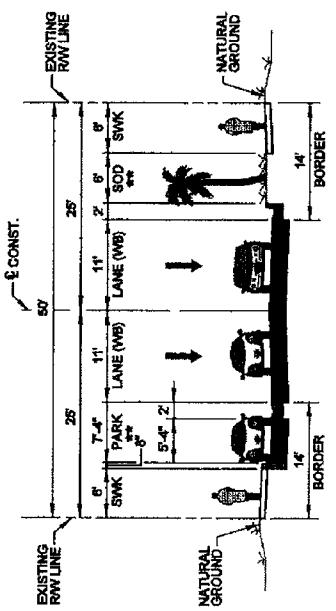


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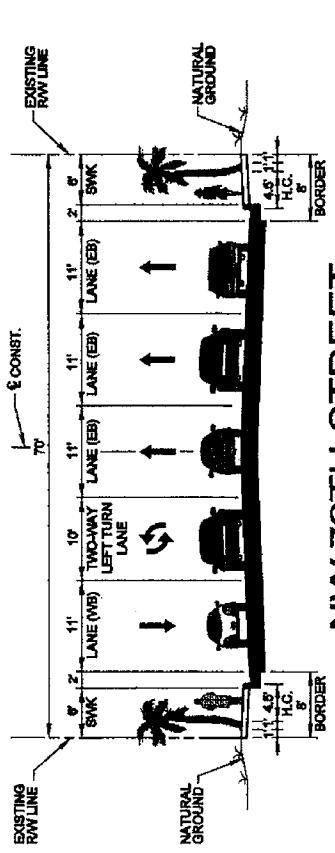


ALTERNATIVE 4
TYPICAL SECTIONS
ONE-WAY OPERATION

FROM BISCAYNE BLVD. TO BISCAYNE BAY / END PROJECT

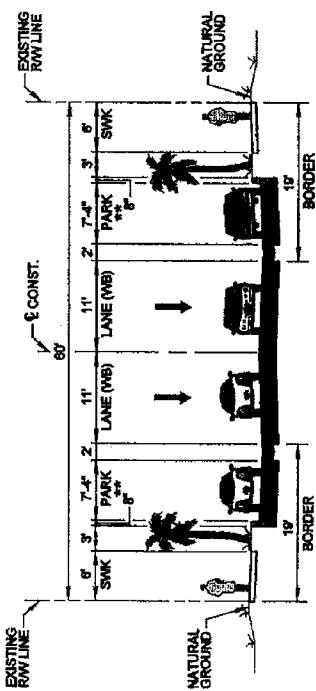


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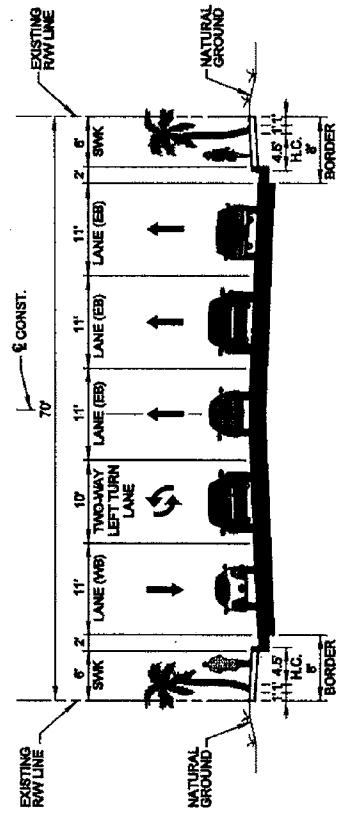


NW 79TH STREET

FROM NW 13th CT. / BEGIN PROJECT TO BISCAYNE BLVD.



NW 81ST/82ND STREET

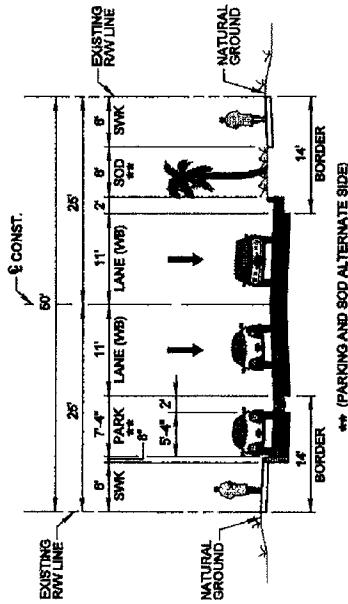


NW 79TH STREET



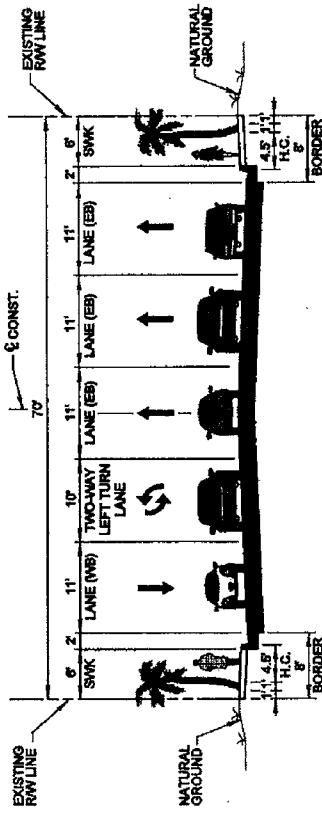
**ALTERNATIVE 5
TYPICAL SECTIONS
MODIFIED ONE-WAY OPERATION**

**FROM BISCAYNE BLVD
TO BISCAYNE BAY / END PROJECT**

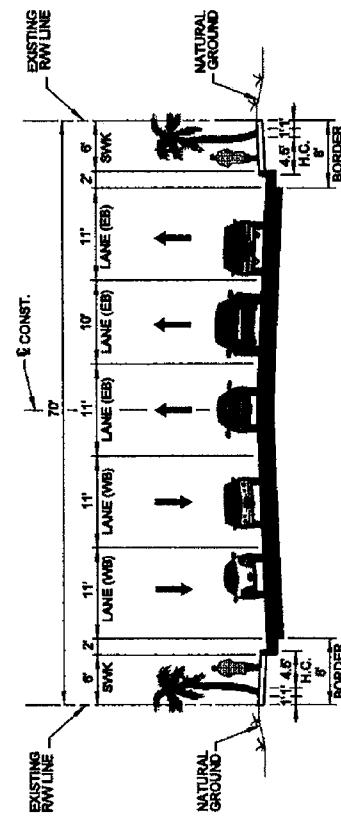


NW 81ST/82ND STREET

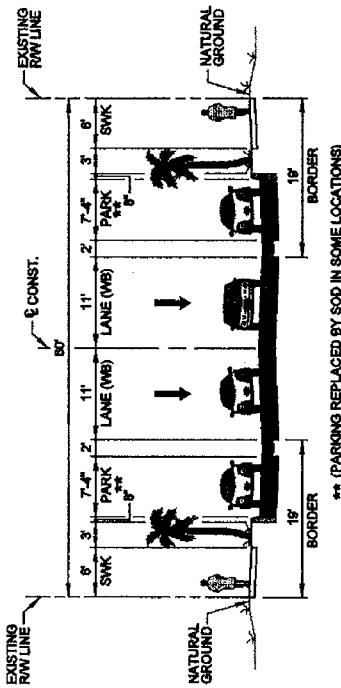
**FROM NE 7th AVE. TO
END PROJECT**



NW 79TH STREET
**FROM NW 11th AVE. TO
TO NE 7th AVE.**



NW 79TH STREET
**FROM NW 13th CT. / BEGIN
PROJECT TO BISCAYNE BLVD.**



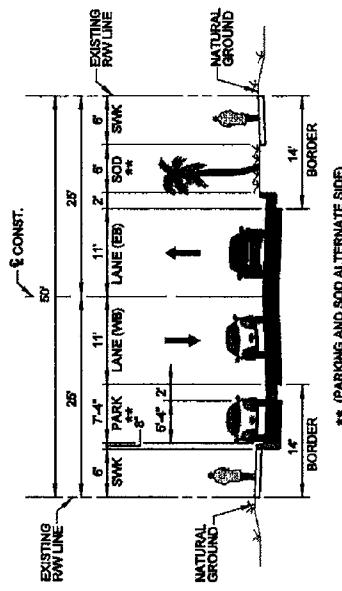
NW 81ST/82ND STREET



**ALTERNATIVE 6
TYPICAL SECTIONS**

TWO-WAY OPERATION WITH BIKE LANE

FROM BISCAYNE BLVD. TO BISCAYNE BAY / END PROJECT

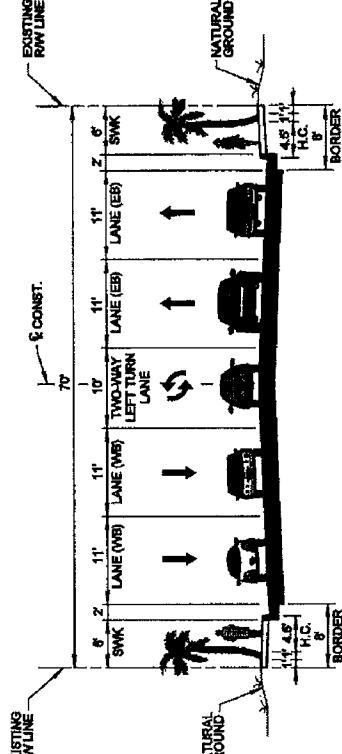


** (PARKING AND SOD ALTERNATE SIDE)

NW 81ST/82ND STREET

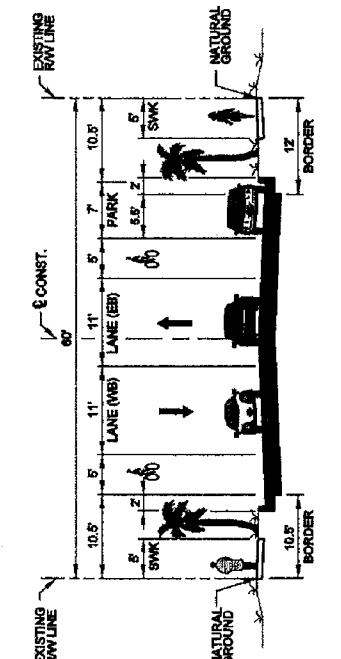


NW 79TH STREET

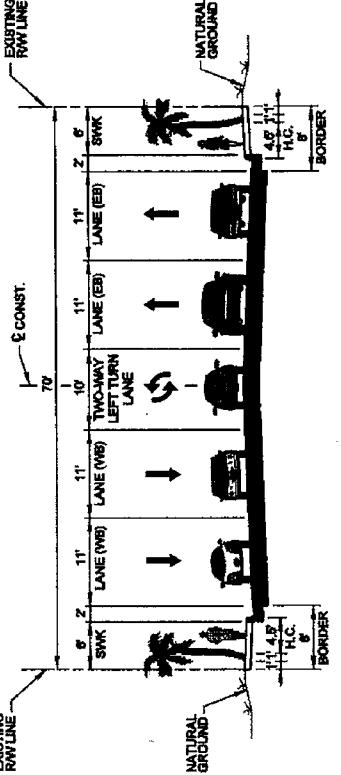


NW 79TH STREET

FROM NW 13th CT. / BEGIN PROJECT TO BISCAYNE BLVD.



NW 81ST/82ND STREET



NW 79TH STREET

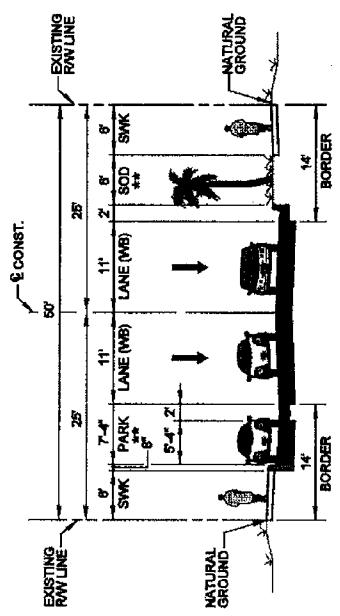


ALTERNATIVE 7

TYPICAL SECTIONS

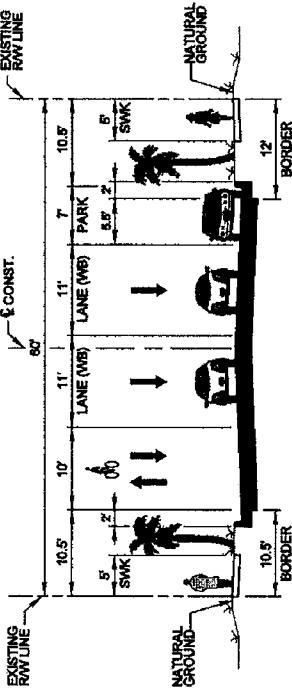
ONE-WAY OPERATION WITH BIKE LANE

FROM BISCAYNE BLVD. TO BISCAYNE BAY / END PROJECT

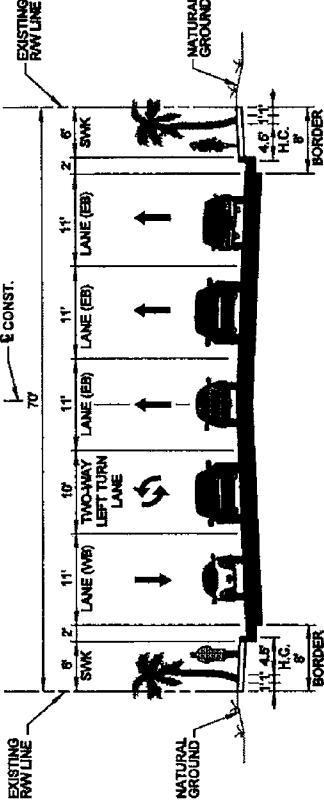


NW 81ST/82ND STREET

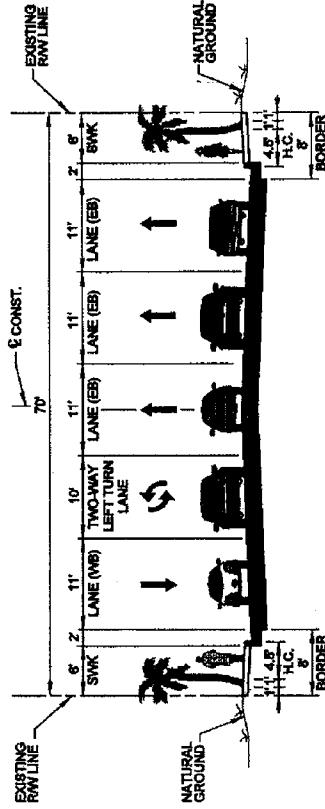
FROM NW 13th CT. / BEGIN PROJECT TO BISCAYNE BLVD.



NW 81ST/82ND STREET



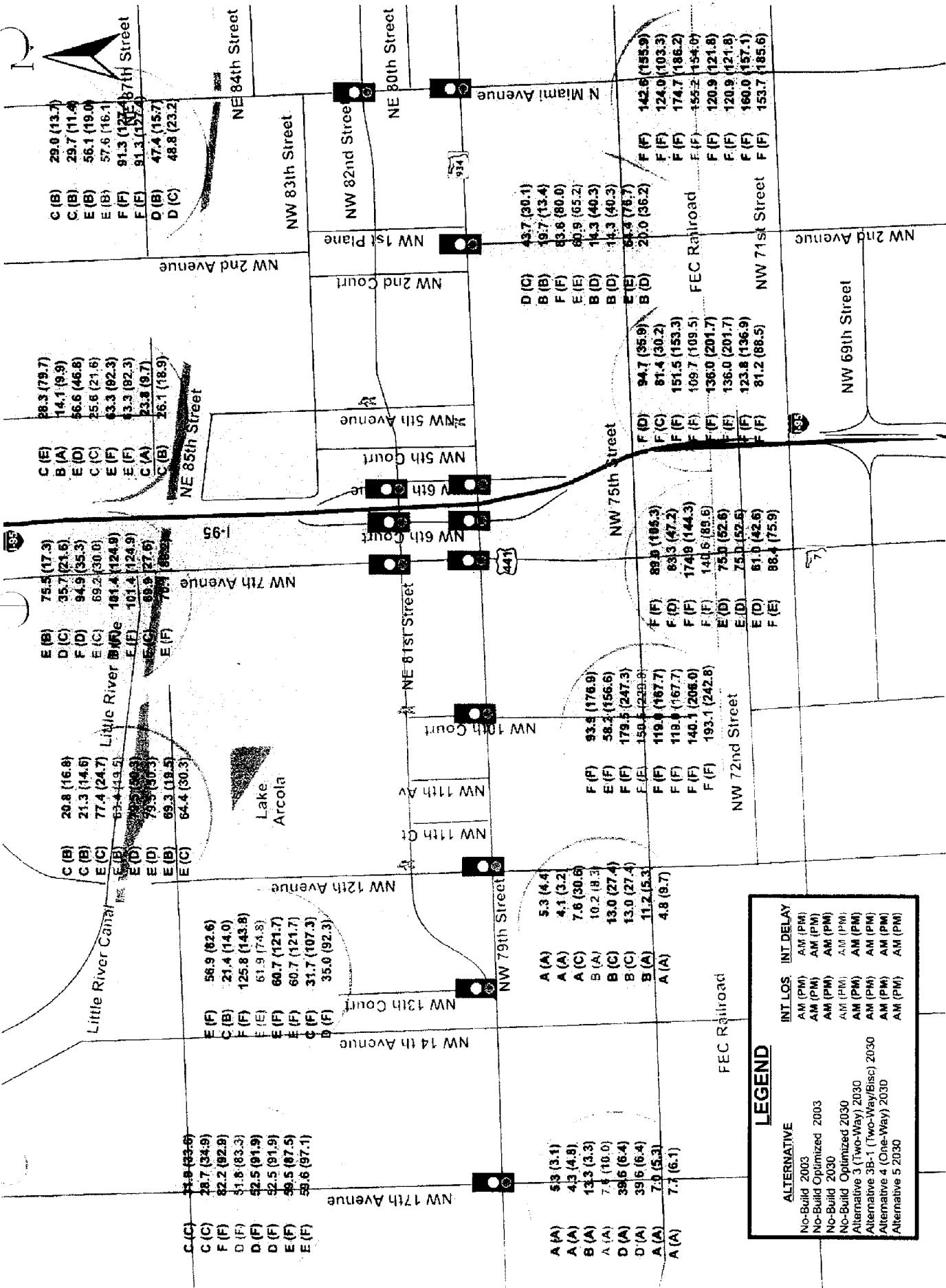
NW 79TH STREET



NW 79TH STREET

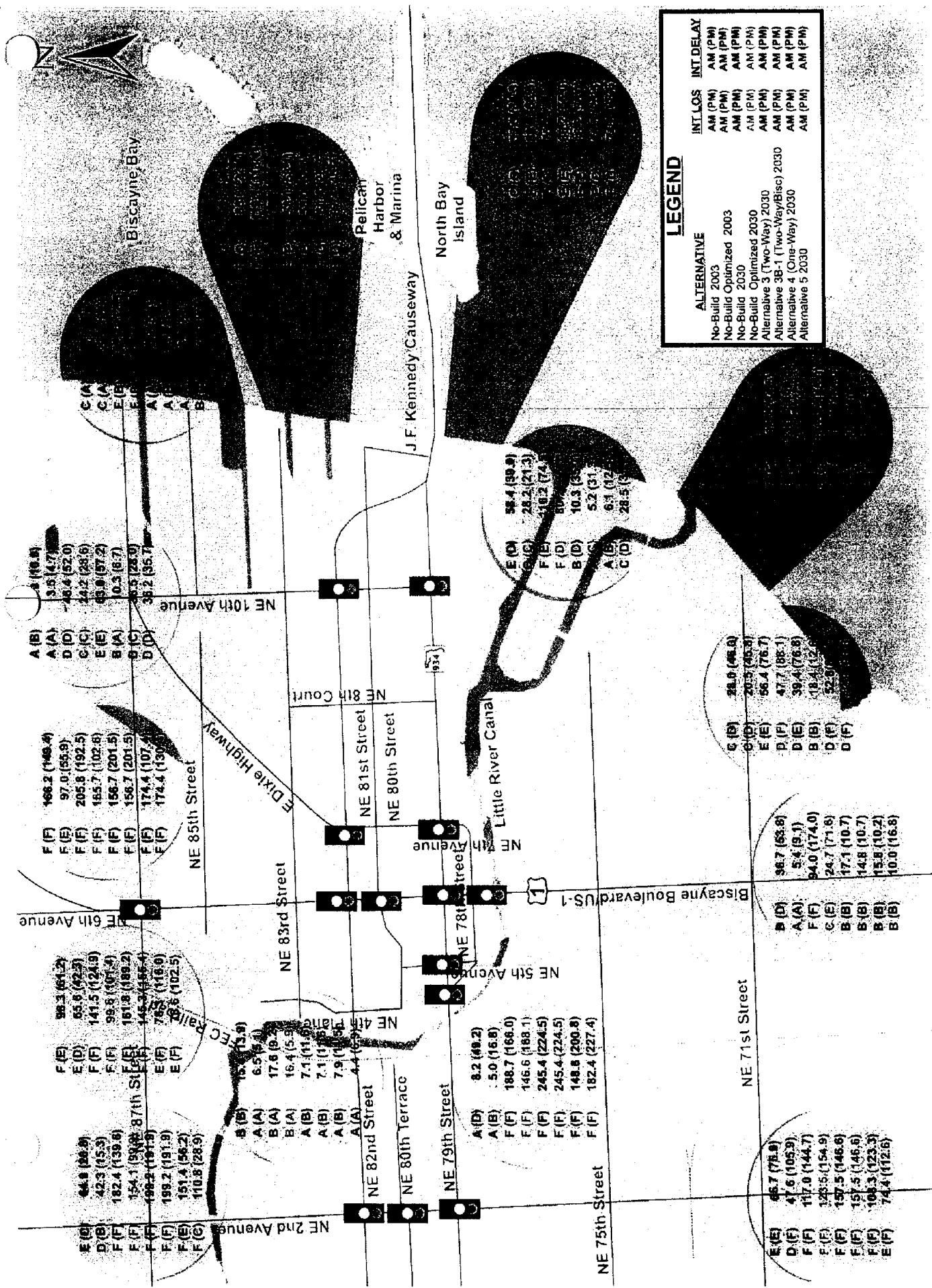
ALTERNATIVE LOS & DELAY COMPARISON

SR-934 (NW/NE 79TH & 81ST/82ND STREET) PD&E STUDY

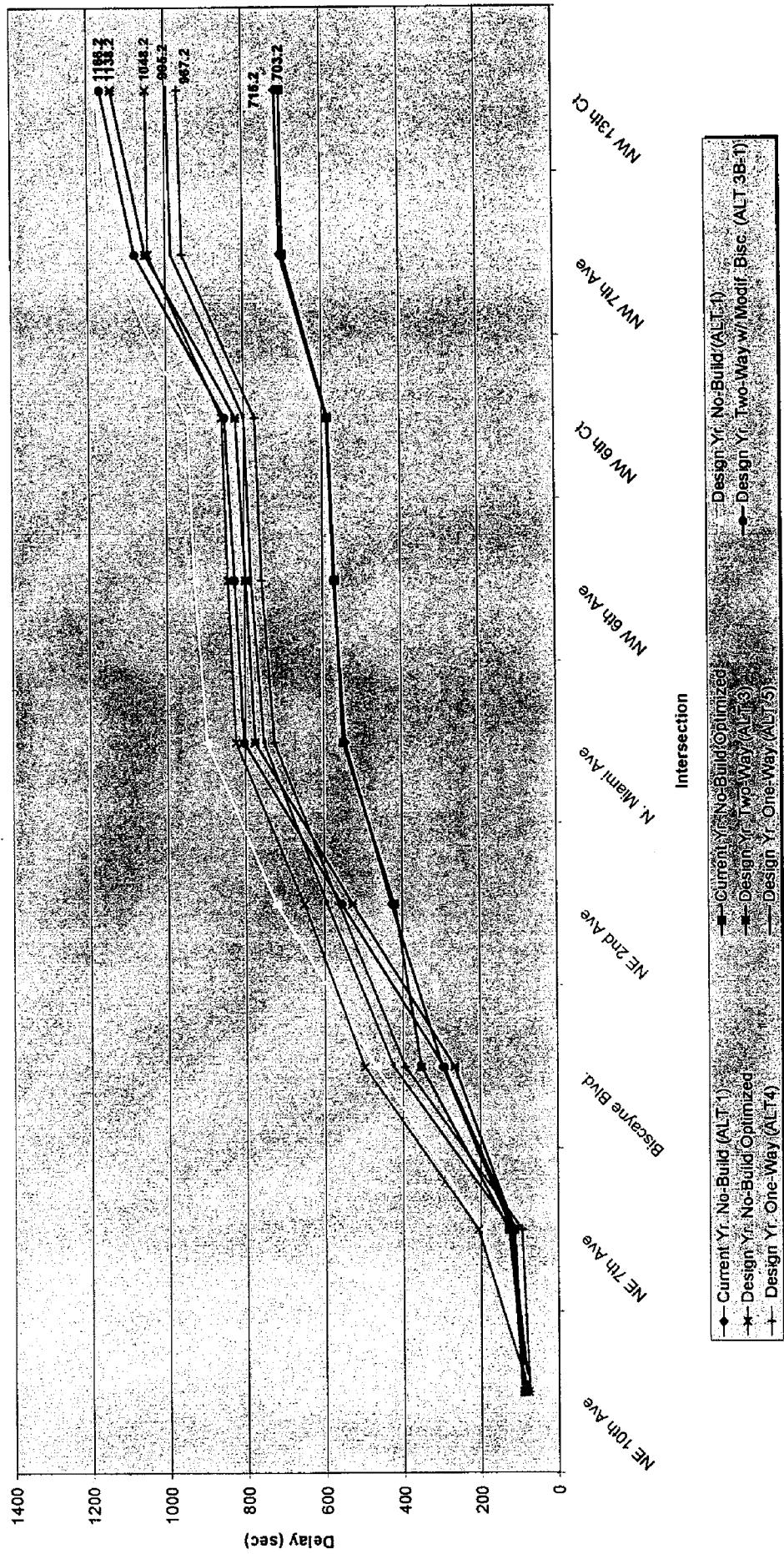


SR-934 (NW/NE 79TH & 81ST/82ND STREET) PD&E STUDY

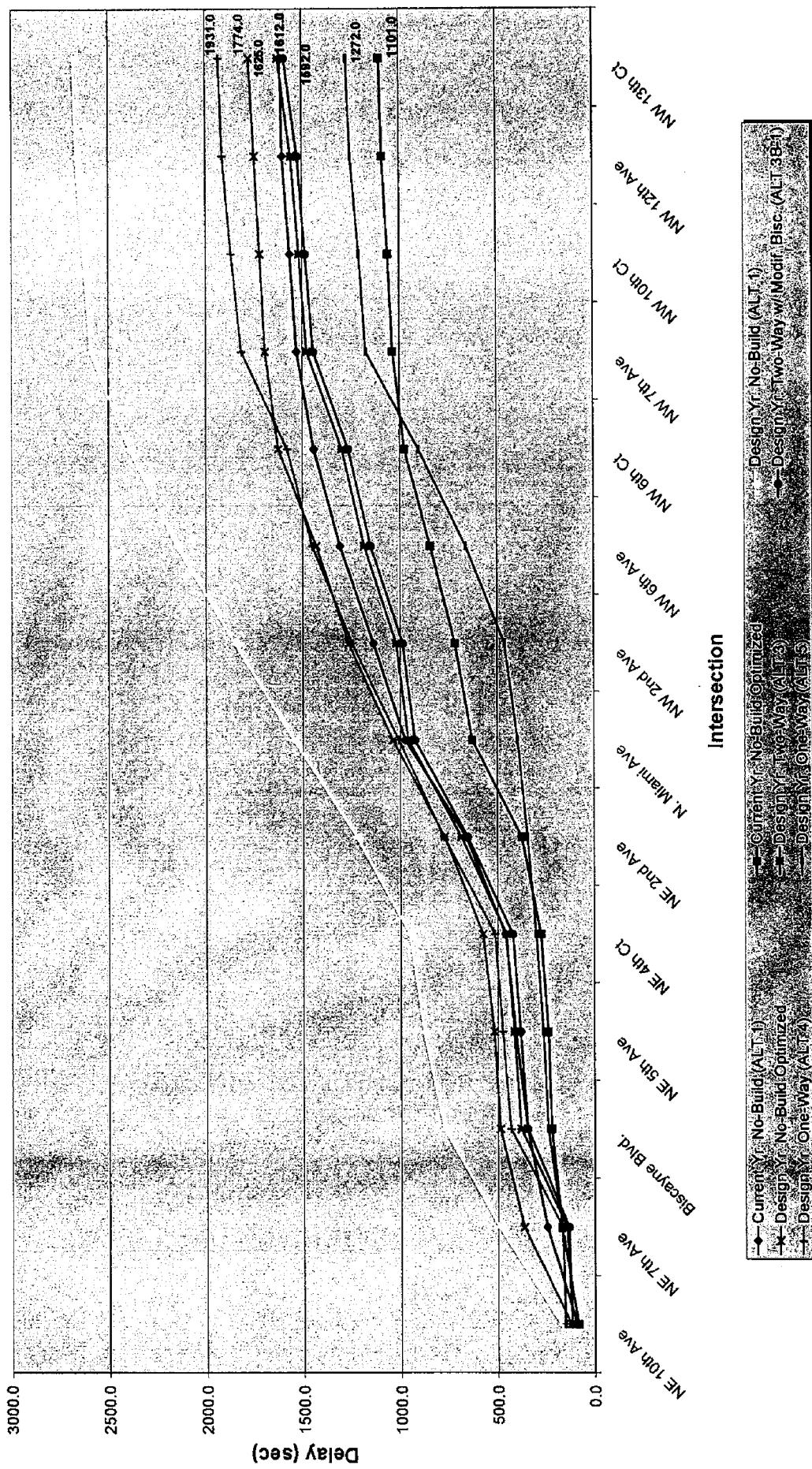
ALTERNATIVE LOS & DELAY COMPARISON



**NW/NE 81st/82nd Street Corridor Travel Time From NE 10th Av to NW 13th Ct
Westbound AM-Peak Hour**



NW/NE 79th Street Corridor Travel Time From NE 10th Av to NW 13th Ct
Westbound AM-Peak Hour



SR-934 CORRIDOR TRAVEL TIME FROM NE 10TH AVENUE TO NW 13TH COURT WESTBOUND AM-PEAK HOUR (Preliminary)

Alternative No.	Alternative Name	Description of Travel Lane Configuration	Current Westbound 79th Delay (Seconds)	Current Westbound 81st/82nd Delay (Seconds)	Design Year 2030 Westbound 79th Delay (Seconds)	Design Year 2030 Westbound 81st/82nd Delay (Seconds)	Weighted Westbound Design Year Delay (0.33x1.L+0.67x2.L.n)	Variation in Delay from Current Westbound Travel Time (Minutes)	Variation in Delay from Design Year Current Westbound Travel Time (Minutes)
0	Current	Current Configuration For Comparison Purposes Only	1612	715.2	N/A	N/A	(1011.1) (- 18.4 m.i.o.)	0	N/A
1	No-Build	Under this Scenario 79th Street and 81st/82nd Street remain as currently configured.	1612	715.2	2680	1176.2	1672.5	11	N/A
2	TSM Signal Optimization	Under this Scenario 79th Street and 81st/82nd Street remain as currently configured. The exception is that the signal timings and coordination of adjacent signals is modified to improve performance.	N/A	N/A	1774	1048.2	1287.7	4.6	-6.4
3	Two-Way	Under this Scenario 79th Street is modified as a 5 Lane facility with two lanes in each direction and a TWLT Lane along the center. At certain intersections dual left turn lanes is provided at Biscayne & 79th. 81st / 82nd St. is configured as a two-way two lane roadway.	N/A	N/A	1625	1138.2	1464.4	7.6	-3.5
3B-1	Two-Way with Biscayne Blvd. Mod.	This Scenario incorporates all aspects of Alternative 3 above. In addition it includes Auxiliary lanes along Biscayne Blvd. between NE 74th Street and N# 87th Street.	N/A	N/A	1592	1166.2	1451.5	7.3	-3.7
4	One-Way	Under this Scenario 79th Street is modified as a 5 Lane facility with three eastbound lanes, a TWLT Lane along the center and one westbound lane. At Biscayne and 79th St. dual left turn lanes are provided for east bound 79th. 81st / 82nd St. is configured as a one-way two lane roadway.	N/A	N/A	1931	967.2	1285.3	4.6	-6.5
5	One-Way Modified	Under this Scenario 79th Street is modified as a 5 Lane facility with three eastbound lanes, a TWLT Lane along the center and one westbound lane. Certain portions of 79th are designed as 3 Eastbound and 2 Westbound lanes with no TWLT lane. At Biscayne and 79th St. dual left turn lanes are provided for east bound 79th. 81st / 82nd St. is configured as a one-way two lane roadway.	N/A	N/A	1272	995.2	1086.5	1.3	-9.8

SR-934 CORRIDOR TRAVEL TIME FROM NW 13TH COURT TO NE 10TH AVENUE EASTBOUND PM-PEAK HOUR (Preliminary)

Alternative No.	Alternative Name	Description of Travel Lane Configuration	Current Eastbound 79th Delay (Seconds)	Current Eastbound 81st/82nd Delay (Seconds)	Design Year 2030 Eastbound 81st/82nd Delay (Seconds)	Weighted Eastbound Design Year Delay (0.33x11.4+0.67x21.0) or 1.0x3LN	Variation in Delay from Current Eastbound Travel Time (Minutes)
0	Current	Current Configuration For Comparison Purposes Only	1730	0	N/A	1730	0
1	No-Build	Under this Scenario 79th Street and 81st/82nd Street remain as currently configured	N/A	0	2443	0	11.9
2	TSM Signal Optimization	Under this Scenario 79th Street and 81st/82nd Street remain as currently configured. The exception is that the signal timings and coordination of adjacent signals is modified to improve performance.	N/A	N/A	1751	0	0.4
3	Two-Way	Under this Scenario 79th Street is modified as a 5 Lane facility with two lanes in each direction and a TWLT Lane along the center. At certain intersections dual left turn lanes is provided at Biscayne & 79th. 81st / 82nd St. is configured as a two-way two lane roadway.	N/A	N/A	1434	1367.2	-5.7
3B-1	Two-Way with Biscayne Blvd. Mod.	This Scenario incorporates all aspects of Alternative 3 above. In addition it includes Auxiliary lanes along Biscayne Blvd. between NE 74th Street and N# 87th Street.	N/A	N/A	1344	1302.2	-13.6
4	One-Way	Under this Scenario 79th Street is modified as a 5 Lane facility with three eastbound lanes, a TWLT Lane along the center and one westbound lane. At Biscayne and 79th. 81st / 82nd St. is configured as a one-way two lane roadway.	N/A	N/A	1399	0	-5.5
5	One-Way Modified	Under this Scenario 79th Street is modified as a 5 Lane facility with three eastbound lanes, a TWLT Lane along the center and one westbound lane. Certain portions of 79th are designed as 3 Eastbound and 2 Westbound lanes with no TWLT lane. At Biscayne and 79th St. dual left turn lanes are provided for east bound 79th. 81st / 82nd St. is configured as a one-way two lane roadway.	N/A	N/A	1625	0	-1.8



Florida Department of Transportation

JEB BUSH
GOVERNOR

1000 Northwest 111th Avenue
Miami, Florida 33172-5800

JOSE ABREU
SECRETARY

November 9th, 2004

Reference: Project Alternatives Informational Workshop for:
SR-934 (NW/NE 79th, 81st and 82nd Streets) from NW 13th Court to Biscayne Bay
Project Development & Environment Study (PD&E)
Financial Project ID.: 410646-2-22-01
Federal Project ID.: N/A

Dear Resident/Business Owner:

This notice is to inform you that the Florida Department of Transportation has scheduled a Project Alternatives Informational Workshop on the proposed roadway improvements to the above referenced project. This workshop is part of a detailed engineering and environmental study that the FDOT conducts on all major transportation improvement proposals. The proposed improvements under investigation involve potential changes in lane configurations and travel patterns, including the possible conversion of the one-way pair along the SR-934 Corridor to two separate two-way facilities.

The Project Alternatives Informational Workshop is being held in order to receive comments from the general public, as well as to inform the public of the study's progress. The formal public hearing, as required by State and Federal law, will be held later in the project development process. You will also receive notification of that hearing. The meeting location, date and time are as follows:

Date: Thursday, December 2nd, 2004

Time: 7:00 p.m. to 9:00 p.m.

Place: JJ Dessalines C. Center
8325 N.E. 2nd Avenue
Miami, Florida 33138

We invite and encourage you to attend the workshop to view and discuss this transportation improvement study. Should you have any questions or need additional information, please do not hesitate to contact me directly at (305)470-5183 or Ms. Darling Jarquin, Public Involvement Coordinator for C3TS at (305)445-2900.

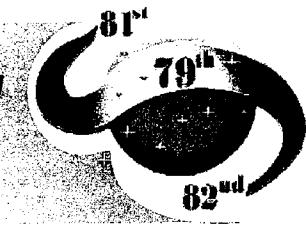
Sincerely,

Michael Colucci

Mr. Michael Colucci, P.E.
Project Manager
District Environmental Management Office



SR-934 (NW/NE 79th, 81st and 82nd Streets) PD & E Study from NW 13th Court to Biscayne Bay FACT SHEET



PROJECT JUSTIFICATION

The Florida Department of Transportation (FDOT) has initiated this Project Development and Environment Study (PD&E) to determine and document the feasibility of improving a three mile segment of the SR-934 Corridor. Within the project limits, NW/NE 79th Street and NW/NE 81st/82nd Street combine to form a one-way pair consisting of a six lane unbalanced arterial facility. The three eastbound lanes on 79th Street are balanced by one westbound lane on 79th Street and two westbound lanes on 81st/82nd Street. This existing configuration does not perform the traditional role of a one-way pair due to the presence of the sole westbound lane on 79th Street. Recent planning studies by FDOT and the City of Miami established the need for economic redevelopment along the corridor and the desire of the community to improve these facilities. This study will look at providing livability enhancements while balancing the regional mobility needs, addressing traffic operations and evaluating safety concerns. This corridor is currently serving as a primary access and hurricane evacuation route and debris removal route for the City of Miami Beach. The PD&E Study is a process which integrates engineering and environmental analysis with extensive public involvement including coordination with local agencies, governmental entities and interested public officials to reach consensus on project alternatives.

PROJECT CHARACTERISTICS

The project limits extend from NW 13th Court to Biscayne Bay. The proposed project will evaluate potential changes in lane configurations and travel patterns including the possible conversion of the existing one-way pair to two separate two-way facilities. A Citizens Advisory Committee/ Business Advisory Committee (CAC/BAC) has been established to provide local and regional input during the development of the project alternatives. Members of the CAC/BAC were selected based on their ability to represent their area, disseminate project information and gather pertinent information regarding the desires and needs of the area they represent. All alternatives will be taken through a comprehensive evaluation of engineering, environmental and community factors. The comprehensive Public Involvement process includes several formal and informal meetings with the general public, the CAC/BAC, local businesses, governmental agencies, elected officials and all interested parties. To date, the project team has held three meetings with the CAC/BAC, a kick-off meeting with the general public, a business kick-off meeting and several meetings with several cities including the City of Miami, City of Miami Beach and elected officials.

PROJECT STATUS

This study is currently in the alternatives development and evaluation stage of the PD&E phase.. The intent of the PD&E study process is to develop each project to the level of detail necessary to accurately assesses the economic and environmental impacts through the application of preliminary engineering and environmental science. This is required to comply with federal requirements, approval and subsequent funding of the project. The study began in August 2003 and is anticipated to be complete by September of 2005. A Public Hearing alternatives development and evaluation stage is tentatively scheduled for July 2005.

MORE INFORMATION

To learn more about this study, please contact: Mr. Michael Colucci, P.E., FDOT Project Manager, 1000 N.W. 111th Avenue, Room 6103, Miami, FL 33172, (305) 470-5183, E-mail: michael.colucci@dot.state.fl.us. You may also contact Ms. Darling Jarquin C3TS Project Spokesperson, 901 Ponce de Leon Blvd., Coral Gables, FL 33134 (305) 445-2900 ext. 263. E-mail: darlingj@c3ts.com.



Florida Department of Transportation

JEB BUSH
GOVERNOR

1000 Northwest 111th Avenue
Miami, Florida 33172-5800

JOSE ABREU
SECRETARY

9 de noviembre, 2004

Referente: Taller de Información de Alternativas para el Proyecto de:
La Carretera Estatal 934 (Calles 79, 81 y 82 del NE/NW) partiendo del 13 Court
del NW hasta la Bahía de Biscayne
Proyecto de Desarrollo y Medio Ambiente
Proyecto Financiero: 410646-2-22-01
Proyecto Federal: N/A

Estimado Residente/ Dueño de Negocio:

La presente notificación es para informarle que el Departamento de Transporte de la Florida ha convocado un Taller de Información dE Alternativas para el Proyecto de mejoras de las carreteras arriba mencionadas. Este taller es parte de un estudio detallado de ingeniería y condiciones ambientales que el Departamento de Transporte de la Florida efectúa en todos sus proyectos de mejoras de transporte. Las mejoras que se están investigando resultarán en cambios potenciales de configuración de carrileras y rutas de tránsito, incluyendo la posible conversión de las dos calles en el Corredor de la Carretera Estatal 934, una yendo hacia el este y la otra yendo hacia el oeste a dos calles independientes, cada una con sus propias vías en las dos direcciones.

El Taller de Información de Alternativas del Proyecto se efectuará para recibir comentarios del público en general como también para informarle a dicho público los resultados del estudio. La audiencia pública formal, requerida por las leyes federales y estatales, se llevará a cabo mas adelante y se enviará una notificación de dicha audiencia. El local, fecha y hora de la junta es como sigue:

Fecha: jueves 2 de diciembre, 2004
Hora: 7:00 p.m. a 9:00 p.m.
Local: JJ Dessalines C. Center
8325 N.E. 2nd Avenue
Miami, Florida 33138

Los invitamos y animamos a que asistan al Taller para que vean y discutan estas mejoras en el estudio de transporte. Si tienen cualquier pregunta o necesitan información adicional, pueden llamarme directamente a mí al (305) 470-5183 o la Sra. Darling Jarquin, Coordinadora de Relaciones Públicas de C3TS al (305) 445-2900.

Atentamente,

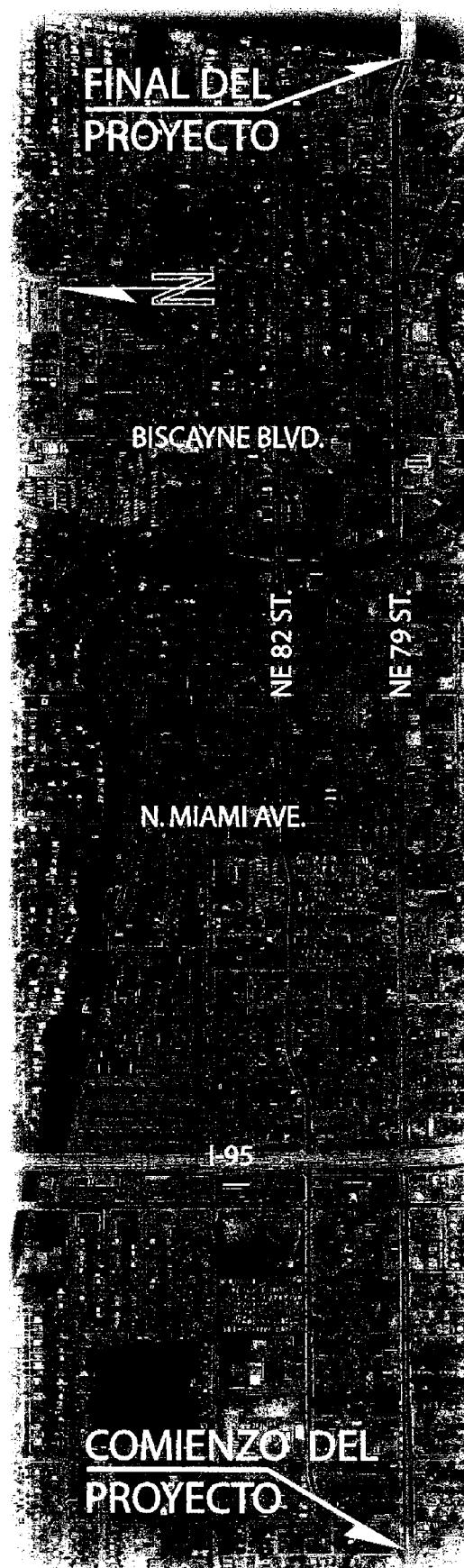
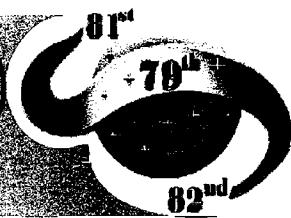
Michael Colucci

Michael Colucci, P. E.
Administrador del Proyecto
Oficina de Administración del Distrito de Condiciones Ambientales



CARRETERA ESTATAL 934 (CALLE 79, 81 Y 82 DEL NW/NE)

Desde la 13 Court del NW hasta la Bahía de Biscayne



JUSTIFICACION DEL PROYECTO

El Departamento de Transporte de La Florida (FDOT) ha iniciado este Estudio del Impacto Ambiental y de Desarrollo para determinar y documentar la viabilidad de mejorar este segmento de tres millas de la Carretera Estatal 934. Los límites del proyecto actualmente incluyen una arteria disímil, compuesta de seis vías, en la cual se combinan las Calles 79, 81 y 82 del NW/NE, las cuales en conjunto forman un camino de un solo sentido, ambas vías en la misma dirección. Las tres carrileras en dirección este, a lo largo de la Calle 79 son igualadas por un carrilera en dirección oeste por la calle 79 y dos carrileras en dirección oeste a lo largo de la Calles 81/82. Esta configuración actual no efectúa la labor tradicional de un par de vías que corren en la misma dirección, debido a la conformación de la carriera separada, que corre en dirección oeste por la Calle 79. Estudios recientes llevados a cabo por el Departamento de Transporte de La Florida y por la Ciudad de Miami asentaron la necesidad de acelerar el desarrollo económico a lo largo de este corredor. Estos estudios también demostraron el deseo de la comunidad de mejorar estas vías de tránsito. Este estudio analizará el potencial de proveer medios que realcen la habitabilidad del área mientras se equilibren las necesidades de traslación, siempre respondiendo al ordenamiento del tránsito y evaluando toda inquietud concerniente a resguardar la seguridad. Este corredor en la actualidad sirve como acceso primario y ruta de evacuación en caso de huracanes, al igual que de ruta para la eliminación de escombros para la Ciudad de Miami Beach. El Estudio del Impacto Ambiental y de Desarrollo es un proceso que integra análisis ambientales y de ingeniería con un extenso proceso de participación pública la cual incluye coordinación con otras agencias locales, entidades gubernamentales y oficiales electos, para así alcanzar un consenso en alternativas al proyecto.

CARACTERISTICAS DEL PROYECTO

Los límites del proyecto se extienden desde la 13 Court del NW hasta la Bahía Biscayne. El estudio evaluará los cambios potenciales en configuraciones de carrileras y patrones de tránsito, incluyendo la posibilidad de convertir la situación actual a lo largo de la Carretera Estatal 934, de un par de vías, corriendo en el mismo sentido, a la alternativa de dos diferentes instalaciones en direcciones opuestas. Se ha creado un comité de asesoramiento compuesto de residentes y comerciantes del área. Durante el desarrollo de las alternativas al proyecto, estas personas proveerán ideas con perspectivas locales y regionales. Los miembros de estos comités fueron seleccionados en base a su habilidad de representar el área, disseminar la información acerca del proyecto y recopilar datos pertinentes en relación a los deseos y necesidades del área que representan. Todas las alternativas serán procesadas a través de una evaluación cabal que incorpore los aspectos ambientales, comunitarios y de ingeniería. El proceso de Participación Pública incluirá varias reuniones formales e informales con el público en general, los comités de asesoramiento de residentes y propietarios de negocios, otros comerciantes del área, agencias gubernamentales, oficiales electos y cualquier otro interesado. Hasta la fecha, el team del proyecto ha convocado tres reuniones con el Comité de Asesoramiento de Residentes y Propietarios de Negocios, una reunión inicial con el Público en General, una reunión inicial con los Propietarios de Negocios y varias reuniones con distintas ciudades, entre ellas, la Ciudad de Miami, la Ciudad de Miami Beach y Oficiales Electos.

ESTADO DEL PROYECTO

Presentemente, este Estudio de Impacto Ambiental y de Desarrollo se encuentra en la etapa de Desarrollos Alternativos y Evaluación. La meta del proceso del Estudio del Impacto Ambiental y de Desarrollo es el de desarrollar cada proyecto hasta el nivel necesario para acertadamente evaluar los impactos económicos y ambientales, a través de la aplicación de niveles preliminares de las ciencias ambientales y de ingeniería. Esto es todo requerido para cumplir con las imposiciones federales, las cuales llevan a la aceptación y financiamiento del proyecto. El Estudio comenzó en agosto del 2003 y está pronosticado que se completará para septiembre, 2005. Una audiencia pública ha sido convocada, tentativamente, para el mes de julio 2005.

MÁS INFORMACIÓN

Para aprender más acerca de este estudio, por favor comuníquese con el Sr. Michael Colucci, I.P., Administrador de Proyectos del Departamento de Transporte de La Florida, a la dirección, 1000 NW 111 Avenue, Numero 6103, Miami, FL 33172, o al teléfono (305) 470-5183, o mediante el correo electrónico: michael.colucci@dot.state.fl.us. Si desea, también puede comunicarse con la Vocera del Proyecto, la Sra. Darling Jarquin, a la compañía consultora C3TS, localizada en el 901 Ponce de Leon Blvd., Coral Gables, FL 33134, o al teléfono (305) 445-2900, extensión 263, o mediante el correo electrónico: djarquin@c3ts.com.